

ABSTRACT OF THE DISCLOSURE

A driving control apparatus for a vehicle which includes an engine which generates power by fuel combustion; a transmission which changes engagement/disengagement states of plural frictional engagement devices so as to realize plural shift speeds whose gear ratios are different from each other; a fuel cut device which stops fuel supply to the engine when a predetermined fuel cut condition including a condition that the vehicle is coasting with a throttle valve of the engine being fully closed is satisfied; a coasting time disengagement restricting device which maintains a high speed side frictional engagement device in an engagement state until a low speed side frictional engagement device obtains a predetermined torque capacity at the time of automatic downshifting of the transmission during coasting; and a disengagement restriction stop device which stops control by the coasting time engagement restricting device so as to reduce a torque capacity of the high speed side frictional engagement device, when control by the fuel cut device is cancelled and fuel supply is restarted in the case where downshifting of the transmission is output while fuel supply is stopped by the fuel cut device and the high speed side frictional engagement device is maintained in the engagement state by the coasting time disengagement restricting device.